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NEW YORK, FRIDAY, JANUARY 27, 1888.

NO THOROUGHFARE BY RAIL.

NEW YORK CENTRAL BLOCKADED AND EXPRESS TRAINS LAID OFF. Others Snewbound Along the Hudson or

Stuck West of Albany-Trains will Get Through To-day-Other Roads Blockaded. There was one of the biggest blockades resterday on the New York Central and Hudson River Railroad that Hudson River Railrond that the road ever knew. The terrific wind and snow storm, which began sweeping across the Hudson on Wednesday night, piled the snow upon the tracks from Peekskill to Albany in such quantities that the heavy Western express trains, due here at 6:45, 7, and 7:30 A. M. yesterday, could barely get through, and were four hours late here. As the day wore on and flerce wind kept blowing, even the local trains which pulled into the Grand Central Depot were hours late. Up to 12 o'clock last night the jast train which had entered the Grand Central Depot from beyond Albany had got here at 2:20 P. M. All other trains were either blocked between Peekskill and Albany, or had been halted at Albany. The Chicago limited express, which left here at 9:50 A. M., did not get

into Albany until 7 P. M. Division Superintendent C. W. Bissell had the entire working force of his division out shovelling the snow but at 6 o'clock last night ne telegraphed to General Superintendent Toucey here that the snow blew upon the tracks as fast as it could be shovelled away. and that the wind was so flercely cold that the laborers on the tracks could not stand up against it. Under these circumstances it was deemed foolish to send out of the depot the 6 o'clock and 6% o'clock west-bound expresses, and these trains were held. The waiting rooms were filled with people who had expected to take these trains. while other folks who had come to the depot to meet the incoming evening trains were very itous about the comfort and safety of their friends, and fluttered about, making all sorts of anxious inquiries of everybody. The tele graph offices were besieged with people asking for information about the whereabouts o trains, and a good deal of stir around the depot generally. Superintendent Toucey told all inquirers that he didn't expect any trains in during the night at all unless the weather mod-

At 10 o'clock last night the ticket agent in the New York Central passenger room posted the following notice outside his window:

The 11:39 P. M. train for Chicago and the West, and the 12 o'clock midnight train for Albany and the north, will leave on schedule time. But a heavy snow and wind grom prevails north of Poughkeepsie which makes it doubtful if the trains can make much headway. The trains may possibly not be able to get further than Poughkeepsie. Passengers who wish to take the chance of getting through will be sold tickets, but we guarantee nothing.

an hour later Superintendent Toucey said that he understood the Hudson River division was clear, or that at least trains were moving over it. The Chicago limited would be in, anyway, before daylight. It was due at 7 A. M. yesterday. The blockade then was five miles weet of Albany, at Athens Junction, where the trains due here at 7:30 and 8:20 P. M. were stuck in a big snow bank. But the Chicago Limited in the morning, and other trains bound north and west would certainly start.

The incoming West Shore trains were about three hours late on the average. The big bluffs along the Hudson, under which the West Shore road runs, come mighty handy for the trains in winter when there is a west wind blowing.

The snow blockade on the Erie railroad de-

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trains in winter when there is a west wind blowing.

The snow blockade on the Erie railroad delayed all their through trains about six hours. The St. Louis limited express, about which dire reports reached the city during the day, and which was due here at noon, finally ploughed its way through the Orange county drifts and pulled into Hoboken at 6 P. M. The Scranton express over the Erie, due here at 1 o'clock in the afternoon, did not get in till 7 in the evening.

Trains over the Jersey Central, Pennsylvania, and Delaware, Leokawanna and Western railroads, were all a little late, but not more than is usual at this time of year. The fast Chicago limited express over the Pennsylvania road, due here at 7 P. M., was two hours late.

Poughemerser, Jan. 26.—A howling gale has prevailed along the Hudson nearly all day. Last night a foot of snow fell, and the almost hurricane to-day blowing, it was estimated at sixty miles an hour, carried the light snow in sheets and clouds across the track of the Hudson River Hallway, and piled it upin drifts five or six feet deep in cuts, and the consequence is there have been serious detentions to travel, about all of the trains running from four to five hours behind time. The wind was heaviest between Tivoil and Albany, but the most serious detention was on the bay south of Hudson, where a thousand passengers sat in the cars for hours, the snow piling up around the trains in some instances six feet high. The train which had left New York at 10% A. M. was still there at 8 P. M., and also the trains which left the Grand Central Depot at 11% A. M. No train went south of Hudson after 11:30 A. M., until 8 o'clock to-night, and it arrived here at 9 P. M., having encountered heavy drifts. Several of the passengers who got out of the cars of the up-bound trains endeavored to reach Hudson on foot, and had their ears and noses frozen. A man could not be seen ten feet from the train, and Conductor Wicks, while watching to see if a signal man went back, had to put his arms around a telegrap

THE BLIZZARD UP THE HUDSON. TROY, Jan. 26.—A snow storm set in last night, and before 9 o'clock this morning over a foot of snow had fallen. At 10 o'clock a bitter cold wind, which seemed to blow from all points of the compass, sprang up. and the

night, and before 9 o'clock this morning over a foot of snow had fallen. At 10 o'clock a bitter cold wind, which seemed to blow from all points of the compass, sprang up, and the smow drifted into immense piles. At some boints along River street the snow is banked against houses to the top of the first story windows. Traffic is almost at a standstill, and this afternoon the street car company abandoned all attempts to reach Cohoes, the prairie near the Delaware and Hudson Canal Company's car shops being impassable. To accommodate persons employed here and living in Cohoes, and vice versa, the Delaware and Hudson Canal Company is running special frains. All trains are away behind time. The Montreal sleeper, due at 2 A. M., did not arrive until 9:10. To-night the blizzard was worse than during the day, and few pedestrians are on the streets.

RONDOUT, Jan. 26.—The heaviest snow storm experienced along the Hudson for many years set in last evening and continued until early this morning. Tweive to fifteen inches of light, dry snow fell on a level. When the snowstorm-subsided a regular blizzard began, scattering the snow in all directions, blockading roads, stonning ferries, and delaying travel. Trains on the West Shore road were two to four hours behind time. Section men were sent out in all directions, but as soon as they cleared the snow from the cuts they were drifted full again. On the Ulster and Delaware Railfood, which runs through the Catskill Mountain region to Hobart, Delaware county, all trains were stalled. Drifts formed four to six feet high, A special train from Phoenicia, having an excursion party aboard, which left Hobart at 1:30 this afternoon, is stalled near Phoenicia with a broken milk car, it took three engines to pull the train around Pine Hill curve. Owing to the severity of the weather the ice harvesters were obliged to suspend operations this afternoon.

NYACE, Jan. 26.—The heaviest snow storm of the season pravailed last night, and to-day the high winds are causing immense drifts in some pa

THAINS SNOW BOUND. THAINS SNOW BOUND.

ITHACA, Jan. 26.—The howling and blizzard-like snow storm which prevailed to-day has blayed the deuce with the railroads in this part of central New York. The Lehigh Valley tracks about twenty miles porth of here are of central New York. The Lehigh Valley tracks about twenty miles north of here, are badly thocked, great drifts being formed in many places. The train for the east due here at noon arrived at 75; P. M. The train north is late to-night, and stands a poor chance of getting to Geneva before morning. On the Elmira, Cordiand and Northern the track is also badly drifted. The train south, due here at 3 this afternoon, will probably not get to Ithaca much before midnight, as several trains are stuck in the snow between here and Cordand. The Jennie Yeamsus Company, which was to have clauded here to-night in the Onera House, are on this train, and telegraphica at 8 o'clock that they were thirty miles away, with big snow drifts and several belated trains between them and thace. root, Jan 26.—The storm of yesterday se embergo on religoed trayel, and form-

toga was practically shut off from the rest of the world for nearly twenty-four hours. Only two trains passed north and only one train south through the village, and consequently no mail was received. The roads are nearly impassable on secount of the drifts.

Pour Jenvis, Jan. 26.—Eight inches of snow fell here last night, and this morning the wind began blowing furiously from the west, making huge drifts. Travel on the Eric Railroad is almost suspended. No trains from New York have renched here, though some have got within a few miles of the village. An express train from the west, which passed here at 10 colock this morning, is stalled in a snow bank. With the aid of two engines it made but six miles all day. More than a dozen engines on the mountain side near this place are making efforts to get through. All freight trains have been abandoned. Drifts on the railroad in many places are ten feet deep. It is the worst blockade since 1857.

MIDDLETOWS, N. Y... Jan. 26.—The St. Louis limited on the Eric Railway, due in New York at 11 A. M., is snow-bound one mile west of here, with no immediate prospect of relief. The high winds drifted the snow on the tracks faster than it could be removed. The day express west and three other passenger trains are snow-bound at the same place, where the track crosses a stretch of meadow.

ALBANY, Jan. 26.—All the railroads centring here are badly drifted, and trains are delayed. A train from the north on the Delaware and Hudson road, due here at 7 A. M., is stalled in a snowbank between Fort Edward and Smith's Basin, and it is not known when it will be able to get through. The blockade is worse north of here, but it is bad on all sides.

PASSAGE INTO THE SOUND BLOCKED.

CITY ISLAND, Jan. 26.—This pass of Long Island Sound is full of ice. From Throgg's

PASSAGE INTO THE SOUND BLOCKED.

CITY ISLAND, Jan. 26.—This pass of Long Island Sound is full of ice, From Throgg's Neck to Sand's Point it is nacked very tightly, and sailing vessels are unable to mass through unaided by steam. Outside of Sand's Point there is open water as far as can be seen from this station, the strong northwest winds prevailing having driven it over on the south shore. Several attempts were made to-day to low vessels through the ice to the open water, but they were ineffectual, as the ice is so closely packed that the masters of tug boats were convinced, after several hours' trial, that it was useless to make further attempts at present. An unknown light three-masted schooner from the eastward is imbedded in the ice between Sand's Point and Hart Island; two tugs endeavored to bring her to this harbor, but were unsuccessful. All the incoming steamers to-day were frem one to five hours late. Seven tugs with thirty-four barges and fourteen schooners, bound east, are detained here in consequence of the ice.

THE STORM IN NEW ENGLAND. The Railroads Blockaded-A Bilzzard in the Interior and on the Const.

BOSTON, Jan. 26.-Railway communication with all points north of the State line have been cut off to-day, and the through trains are now hopelessly blocksded by huge drifts of snow. The gale has been of unusual severity all along the New England coast, but thus far no serious disasters have been reported. North of Massachusetts the snowfall has been very heavy, the drifts in some places being fifteen feet high. The Boston and Maine Railroad system has felt the full force of the storm, and ts tracks are so badly blocked that no trains have been run beyond Dover, N. H. All the Superintendent Furber said to THE SUN cor-

respondent this evening:
"The road is simply paralyzed. We can't do anything with the through trains. Both the inward and outward express trains are stuck at Biddeford, and it is doubtful if they get through to-night. We are doing all we can to dig them out, but the wind is blowing nurricane, and as fast as the snow is cleared away it drifts right back again. I don't see

hurricane, and as fast as the snow is cleared away it drifts right back again. I don't see how we can make much headway until the wind moderates. It's the worst blockade we have had for years."

The Western express on the Fitchburg road was several hours late, and so was the first section of the Montreal express. That was due at 9 A. M., and reached here at 3 P. M. The second section, consisting of sleepers, is probably snowed up in the mountains, for it had not been heard from up to midnight. The New York trains are also delayed from four to six hours.

The storm has been unusually severe in the bay, and the cold has been so intense the past few days that the harbor is completely frozen in. The tugboats have been busy all day breaking the ice and keeping the channel clear. Several persons walked from the shore to Thompson's Island to-day. The strong southeast gale yesterday irove the ice from the bay into the harbor and made egress impossible. The British steamer Bulgarian was unable to clear for Liverpool on account of the ice pack. She will start to-morrow morning. The only accident reported in the harbor was the sinking of the tugboat Despatch by the huge blocks of ice that crushed against the piers. The Captain was in his berth when the water began to pour into her hull, and he was nearly drowned before he could reach the deck.

Reports from the Cape show that vessels caught in the ice off shore are having a tough time of it. No disasters have been reported.

EXETER, N. H., Jan. 25.—Maude Banks and her company, who were billed to appear in Lynn to-night, are snowed in at this place, and they will probably have to stay here until tomorrow. Mr. Kelyo Koyano of Andover, who attempted to reach that town to lecture, was overturned in a deep drift. His wagon was demolished, and he returned to this place nearly exhausted.

LEWISTON, Me., Jan. 26.—The snow at this place is plied fifteen feet high in some places.

molished, and he returned to this place nearly exhausted.

Lewiston, Me., Jan. 26.—The snow at this place is plied fifteen feet high in some places, and is packed so hard that persons can walk on the surface. The wind is blowing a hurricane. Business is susponded. No trains can reach here, and there has been no mail since yesterday. Five trains are snowed up at Danville Junction. The train that left Brickfield at 6 A. M. has not been heard from since.

HINSDALE, N. H., Jan. 26.—Several trains are stalled at Brattleboro Roads, Several of the passengers are ministers who were on their way to attend an installation at West Brattleboro. Vt.

Dero, V.L.

PLYMOUTH, N. H., Jan. 26.—The wind is blowing a gale, and twenty-eight inches of snow has fallen. All freight trains are abandoned. The Montreal express is stuck in the snow six miles below here, and cannot be dug out while the wind lasts. There has been no such storm here for twenty years.

CONCORD, N. H., Jan. 26.—This is the heaviest snow storm for thirty-five years. The express trains from the north are eight hours late. Five freight engines are stalled on the Northern Italiroad. All treights on the roads entering this place have been cancelled. Nashua reports all the roads blockaded. The highways are filled with snow, and drifts are stopping the horse cars and general traffic. It was the heaviest storm of the winter.

FAIRLEE, V.L. Jan. 26.—The most severe storm ever known here is raging all over the State. The roads in places are impassable, and all freight trains have been cancelled. Advices from other parts of the State tell of learful suffering in the lumber camps.

HUTLAND, V.L. Jan. 26.—The storm is still raging to-night, accompanied by a heavy wind. The railroad blockade is the worst for many years. At Shelburne the snow drifts are twelve feet high.

Pittspikld, Jan. 26.—Traffic on the Housatonic road is practically suspended owing to the snow blockade. The trains due here from oro.Vt. Рьумоцтн, N, H., Jan. 26.—The wind is blow-

PITTSFIELD, Jan. 26.—Traille on the Housatonic road is practically suspended owing to
the snow blockade. The trains due here from
the south at 35 and 95 P. M. are stalled just
below the State line, and the train due to leave
here at 5:10 P. M. was unable to proceed a
quarter of a mile. The Boston and Albany
trains are from two to four hours late.

A GALE ON THE COAST.

A GALE ON THE COAST.

NEWPORT, Jan. 26—The schooner J. Kennedy, from Calaits for New York, arrived here last night. She lost both anchors and forty-five fathoms of chain in the lee off Hindkerchief Lightship, also part of her deck load of lumber, and was obliged to run ashore on Geat Island, in the inner harbor. The Castain reports fifty vessels in the ice on the shoals, and that they must have gone ashore this morning.

CHATHAM, Mass., Jan. 26.—Last night's southeast gaie forced the ice up under Bass river, carrying soveral large schooners from their anchorage. The gaie shifted to the northwest, and at noon to-day it increased, and with a very high tide, brought the ice back into the bay, and with it the schooners Henry Withington, Weybossett, John F. Merrow, Kate M. Hilton, and one unknown down across Kilpond Bars, if the wind veers to northerly and takes the ice out, the vessels will be carried down and stranded on Handkerchief Shoal or Mononomy. One large three-master in the ice off South Chatham had her colors dying in the rigging all day.

All the schooners reported adrift in the ice

all day.

All the schooners reported adrift in the ice were at 8 P. M. holding at anchorage, except the John F. Merrow, but, with so much heavy drift lee coming from the westward, they may be cut adrift before morning. The gale has increased to sixty miles an hour, with lower

increased to sixty miles an hour, with lower temperature.

DENNISTORT, Mass., Jan. 28.—During the southwest gale last night the wharves at Harwichport, belonging to H. Kelley & Co. and T. B. Baker, also Levi Eldredge's wharves at South Chatham, were demolished. The schooner John F. Merrow is rapidly drifting toward Mononemy. Two anknown schooners are in Bass hiver Breakwater, with colors in rigging union down apparently leaking badly. A boat succeeded in boarding one of the vessels at dark. Wind west and blowing a gale, with snow.

gale of last night has changed to northwest, and was blowing forty-five miles an hour at 8 P. M.. with thick snow squalls.

Postland, Me., Jan. 26.—The worst blizzard of the season is blowing over this part of the country. The rallroads are blocked by enormous drifts, and steamboats cannot leave the harbor on account of the ice. The steamer Tremont reached here from Boston after a terribly rough passage, The harbor is rapidly freezing over. Scores of vessels are reported in the lower harbor, held fast by the ice.

NEW HAYEN, Jan. 26.—The storm which visited this city last evening, although it was of short duration. Was very severe. The owl train, due here at 4 A. M., was five hours late, it having stuck in snow drifts at Berlin Hill. Two extra engines were sent from Meriden, and the train, with its hungry passengers, arrived in this city at 9 this morning.

Grant Barrington, Mass., Jan. 26.—The storm now raging here is the worst known in Berkshire county for many vears. The roads to the outlying towns are impassable. Trains are several hours late. Below this city drifts in feet deep and 100 feet long have been shoveled through. The State Line branch has been abandoned.

A BLOCKADE IN THE COAL REGIONS.

A BLOCKADE IN THE COAL REGIONS.

READING, Jan. 26.—The worst snowstorm that has visited this region for several years prevailed here to-day. It was only about a foot deep on the level, but it drifted to such an extent and was accompanied by such a violent wind that some of the country roads are simply impassable. The snow was as high as the fences, and some of the country stages which carry the mails and a large number of passengers were unable to make their trips. Trains on the Reading Railroad and branches were all from thirty minutes to two hours late, and on the Reading and Columbia Railroad the train which was due here at 2's P. M. had not arrived at 8 this evening, and is not expected in tonight, as it is lying between two snowdrills at Marietta Junction. At some places along the railroad the snow has drifted ten and fifteen feet deep. A similar state of affairs exists throughout the coal regions, and, in consequence, not a single colliery was in operation this afternoon.

Carliste, Jan. 26.—The heaviest snow of the winter fell here last night. The snow is about twenty inches deep. A high wind has been blowing since early morning, drifting the snow to a depth of ten feet. No trains have passed on the Cumberland Valley Railroad since noon. Track men can do nothing, as the snow whirls back as fast as it is shovelled out. Passengers are being brought to town from all points all along the road in sieighs.

SCRANTON, Jan. 26.—Traffic on the Delaware, Lackawanna, and Western Railroad is suspended on account of the snow storm in Pocono Mountain. The New York train due in Scranton at 9:20 is stalled at Stroudsburg, Two trainmen were frozen. The Delaware and Hudson at Carbondale, Moosle Mountain, is blocked. A BLOCKADE IN THE COAL REGIONS.

SEAMEN IN DANGER.

Vessels Pounding on the Sands in Storm on the Pacific Const.

PORTLAND, Oregon, Jan. 26. - A fierce storm has been raging about the mouth of the Columbia River for the past two days. To-day the maximum velocity of the wind reached sixty-two miles an hour. During the fury of the gale last night, rockets were fired from a half dozen points along the sea horizon, and at midnight guns were heard. The life savers made several attempts to launch their boat, but the sea was running so high that they were forced to abandon the task. When morning came four vessels were seen pounding on the sands. There was snow in the air, and the seamen, who could be seen inshed to the masts, suffered terribly in the biting blasts. The crew of one vessel was rescued late this afternoon, the life savers having shot a line over her gun-To-night the wind is blowing great guns, and

there seems to be no chance of rescuing the imperilled men aboard the other crait, as no boat can live in such a ses.

BORED FOR WATER AND GOT OIL. A Rich Petroleum Find in Illinois Flows

CARMI, Ill., Jan. 26 .- The Bradley-Mc-Loughlin Co. has been boring for coal on a farm, fourteen miles southwest of this village. When the drillers got down 307 feet they struck a good vein of coal. Water being seeded, the drills went down 1,1000 feet for an artesian well. The water smelled strongly of gas, and so the boring continued twenty-two feet further down. When the drills were withdrawn from the well on Tuesday were withdrawn from the well on Tuesday evening water spouted twenty feet into the air. The stream was brownish in color but rapidly turned to a yellowish green. An old oil man who saw the change of color rushed frantically about extinguishing the fires and yelling at the top of his voice that the men had struck oil. A neighboring galley was dammed up and the oil turned into it. The well is now flowing eighty barrels as hour or

dammed up and the oil turned into it. The well is now flowing eighty barrels at hour or 500 barrels a day. There are over 2,000 barrels of petroleum in the gully.

Tanks will be erected next week and it is thought that within a week thousands of men will be engaged in developing the new field. The gravity of the oil is 35 per cent. and it is well suited for illuminating purposes. The rear of the escaping gas can be heard for a mile

THE PRESIDENT'S SUGGESTIONS. Views of Ohio Politicians on Import and In-

CLEVELAND, Jan. 26 .- Ten days ago the Plaindealer sent these questions to several hundred prominent citizens of both parties all over the State:

Are you in favor of revising the tariff ?

Are you in favor of free wool and free raw materials generally?

Are you in favor of abolishing the internal revenue taxes on whiskey and tobacco?
Do you endorse the tariff policy suggested by President Cleveland in his message?

Do you endorse the tariff policy suggested by President Cleveland in his message?

Every Democrat and most of the Republicans answered that they were in favor of revising the tariff. On the free-wool and raw-material question the Democrats are divided, according to locality and interests. Outside the woolgrowing districts the Democrats favor free wool. The Republicans favor a general protective tariff, with a high tariff on wool. On the free-whiskey question both parties are divided. Free tobacco is favored by a large majority of both parties. On the fourth question party lines are held. The Democrats unaulmously endorse the Presidential suggestions. Republicans generally declare against them but many admit that there is some wisdom in the suggestions.

To Enforce Prohibition.

DES MOINES. Jan. 26.-A bill was introduced in the Senate to-day to amend and make more effectual the laws for the suppression of atemperance. It provides that county Boards of Supervisors shall appoint not to exceed four agents for each county, who will be licensed by the district court for one year to buy and sell the district court for one year to buy and sent whiskey, brandy, and wine, and alcohol for medicinal purposes, pure alcohol for mechanical and scientific uses, and wine for sacramental use. Applicants must present a petition signed by not less than twenty-five taxpayers and their wives as to his character, and certifying to the fact that he never in any way engaged in keeping a place for the indiscriminate sale of intoxicating liquors.

Verdict Against Bradstreet.

ATLANTA, Jan. 26 .- James Johnson of this city recently sued Bradstreet's Mercantile Agency for defamation of character in publishng him to the trade. He lost his case in the ower court, but on appeal to the Supreme Court he obtained a decision to the supreme Bradstreet's business is not a privileged one, Under this ruling a jury to-day gave him a verlict against Bradstreet & Co. for \$5,000.

A Grandmother at 25 years of Ace.

FINDLAY, Ohio, Jan. 26 .- Clarisa Jackson, colored woman, living in Delaware township. a colored woman, living in Delaware township, yesterday became a grandmother at the age of 25 years. Mrs. Jackson, who is a comely little colored woman, was married when but 11 years old, and in her 12th year gave birth to a daughter. This daughter, imitating the example of her mother, married Mr. Hawkins when she was 12 years old, and yesterday she gave birth to a daughter.

5,000 Silk Umbrellas Given Away. Fine lithograph pictures of all the Police Captains and inspectors of New York, Brooklyn, and Jersey City in iniform, packed with One of the Pinest Tokacco. On presenting at our office a complete set 600 pictures dur-ng 1888, the holder with receive an eigenst silk un-valla. 488

Bryan G. Meswyay, 240 Broadway. If you desire good health get my waterproof shoes; ecommended by eminent doctors. Genuine cork solus, 6 to \$10.—46s. "A Ornehed Bell to Never Sounds a wise beds sireys mee Frier's Feeting.

THEY BLAME MR. CORBIN. INDIVIDUAL COAL OPERATORS CHAF-

They Say They Can Pay the Eight Per Cent. hey Say They can Fayine Eight Fercent.
Advance and Mine Coal at a Fair Frest.
Conservative Miners Willing to have the
Private Collieries Start Up Work. READING, Jan. 26.-Chafing under their

restraint and annoyed almost to anger over what they consider an outrageous and unnecessary expense to them, the individual coal operators in Schuylkill county are loud in their lenunciations of President Corbin for the company's persistence in not endeavoring to make some terms of peace with their miners and put the collieries to work. The individual coal operators say they can afford to pay the eight per cent, advance and can sell all the coal they mine at a very fair profit, and that the Reading Company can do likewise. The private operators, therefore, are becoming aroused, and declare that between the determined labor organizations on the one side and the stubborn railroad officials on the other who desire to force the miners back defeated to their work, they are suffering in every way. The expected order from the joint committee to put the individual collieries at work has no yet been issued, and it may be that they will old off for quite a while yet, in the hope that the Reading Company will offer some terms of peace. The best opinion from the company tonight is that the miners can wait a long time before hearing from Mr. Corbin unless they first return to work at the old wages, and thus indirectly acknowledge defeat. The miners will not do this, and in their desperation will

indirectly acknowledge defeat. The miners will not do this, and in their desperation will go the extreme length.

The trainmen's strike has been quite forgotten in this issue, the miners only looking out for their own. In other words, it is now a question of wages with the miners. Last week Mr. Corbin said it was not a question of wages. The company officials see in all this change that they are slowly gaining ground, but whether their miners will yield any more is a question not easily solved. The leaders of the miners' strike are unanimous in their opinion that the men will not stir an inch toward going back to work unless the company makes an offer of some kind. The fact that the company claims that it can mine and ship all its quota of coal for 1888 from July 1 to Dec. I. leads conservative men to believe that Mr. Corbin is indifferent and cares very little what the miners may do about it. The company has all its coal cars and engines stored away and prepared for a long period of idleness. The Coal and Iron Company officials, however, are pledged to mine all the coal they can without an extra effort to supply home demands, and this accounts for the spasmodic operations of a few of their collicries. The loss is tremendous, of course, but as the dear public will have to pay for it all eventually, the company is in no mood to fret or worry over it. The private coal operators have not the enormous capital to tide over affairs, hence their increasing dissatistaction, for as long astron, so long will the individual colliery owners suffer. Their only hope seems to centre in their miners being allowed to go to work by the joint Strike Committee.

A few collieries were at work to-day. The Brockside, Sufolk, and Henry Clay, belonging to the Reading Company, were going short handed, but shipping very little coal. A few of the coult of the

A few collieries were at work to-day. The Brookside, Sufiolk, and Henry Clay, belonging to the Reading Company, were going short handed, but shipping very little coal. A few of the small individual collieries were also in operation. The coal region is almost completely snowed under, and very little was done.

The first priest to take a stand for the miners is the Key. Father McCullough of Grandville, who advised the strikers among his parishioners to stand firm, and they would ultimately win if they would sit down and keep quiet.

One of the legal staff of the company was asked about the Reading Radiroad's legal right to own coal lands and mine coal. He said: "The company years ago had a law passed by the State Legislature enabling it to own stock in a coal and iron company. The Reading Coal and Iron Company was perfectly legal. The coal lands were bought and mining commenced. That is all there is in it."

The leader of the conservative miners who want to go to work for the private companies which pay the 8 per cent. advance is W. Ivor D. Jones of Minersville. He was President of the Minera' Amalgamated, but for his conservative views he was deposed yesterday, and Richard Northey of Mahnnov City was elected in his place. Jones wanted to have the individual collieries started, but the election of Northey has prevented this bold stroke. Jones is still at work and making his influence felt, and he and his co-workers may succeed in aiding a number of the large private collieries to start. The William Penn, that has been working but shipping no coal, expects to ship by Monday, and Kelly Run. Big Mines Run, and others willing to pay the 8 per cent. may do likewise. Jones has been one of the best tabor is abore one of the pest tabor in the coal regions, and his best labor leaders in the coal regions, and his deposition is very unfavorably received by those who are urging peace between the war-ring factions. Mr. Jones says that there is a

quiet movement among the amaigamated branches to vote to go back to work under the branches to vote to go back to work under the branches to vote to go back to work under the branches to vote to go back to work under the branches to vote to go back to work under the branches to the track.

The Knights of Labor leaders in the regions have prepared a paper to present to the Executive Board in Philadelphia on Feb. 26 asking full endousement of the strike. Meanwhile the arduous work of keeping the miners out and selid is going on, and lively speeches are being nightly made all over the regions. But the illnes have broken in many places, and there is no telling when a stampede may occur by milers easier to go to work in the private collection of the collection of the strike on the Reading system is in much the same unsettled condition as ever. Officers of the company confine themselves to the statement that there is no change in the situation. If they have any intimation that there is any project either of a settlement or of a longer confinance of the deadlock they are careful not to let any one know it. As to the alleged withdrawal of the miners from the railroad hands, an officer of the company had this to say.

Villy, at which something like this was broached; but that was not a representative meeting, apd I don't think it will have much effect. It's my opinion that the miners will continue to espouse the cause of the railroad men, just as they have done all along.

General Manager McLood to-day denied the story that he went to New York yesterday to consult with Prostdent Corbin on the labor situation. Shipments of coal continue to increase, and deniers say there is no reason for importance of the denied of the miners will continue to espouse the cause of the railroad men, just as they have done all along.

General Manager McLood to-day denied the story that he went to knew for the increase and deniers say there is no reason for important the prost of the miners of the strike to do as a pressential to the same co

ING OVER THEIR LOSSES.

ing. In the mean time they must notify the official heads of the railroad company to be present at the hearing.

SHAMORIN, Jan. 2d.—The Cameron and Luke Fidler collieries, where the employees have been on a strike since last September. Will be put in shape to resume operations. To-morrow about 400 men will be put to work making necessary repairs of the damage done by the long idleness of the mines. It will require about three weeks to put the collieries in working order. This is the first break in the strike which was inaugurated in connection with the Lehigh strike. It is understood that the miners will get an advance of 5 per cent, on contract and 10 per cent. on day's wagos.

SHENANDOAR, Jan. 26.—The Kehley Run Colliery of the Thomas Coal Company followed in the path of the William Penn Colliery to-day by a resumption of work with more than the full complement of employees. The Lawrence & Brown Colliery at Mahanoy plane also increased its force of workmen.

creased its force of workmen. NO HELP FROM FORTY-NINE, John V. Kelly and Peter Sharkey, representa-tives of the Reading Railroad men who are out on strike, said yesterday that they came on here to see what financial help District Assem-bly 49. Knights of Labor, would give them, They went home yesterday. They were told flatly that District Assembly 49 had all it could do to look after itself in these trying times.

BEECHER'S JUDGE DEAD.

Fatal End of the Long Illness of Joseph

Nellson, Formerly City Judge of Brooklyn. Ex-Judge Joseph Neilson of the City Court, Brooklyn, died yesterday afternoon at his house, 105 Willow street, in that city, aged 75 years. Judge Neilson had been an invalid almost continuously since his retirement from the bench, five years ago, and for nearly a year had been confined to his house, and under the care of Dr. S. Fleet Speer. For months at a time he had been unable to leave his bed. owing to an affection in one of his legs, from which he had been a sufferer for many years, and which made him a permanent oripple Until within a few hours of his death he had been more bright and cheerful than for many days preceding, and he passed away as if in a peaceful slumber.

Judge Neilson was born in Argyle, N. Y., and

was of Scotch-Irish ancestry. John Neilson. the founder of the family, came from the north of Ireland in 1760, and settled with a body of

the founder of the family, came from the north of Ireland in 1760, and settled with a body of strict Calvinists in Washington county. Samuel Neilson, another ancestor, was Chief Justice of the Supreme Court of the State of New York, and an Associate Justice of the Supreme Court of the United States.

Judge Neilson practised law in Oswego until 1844, when he came to this city. In 1848 he moved to Brooklyn, and in 1869 was elected one of the Judges of the City Court on the Demogratic ticket. He was reelected in 1877 and retired in 1882, having reached the constitutional judicial limit of age-70 years. For several years before retiring from the bench he had been Chief Justice of the court. He resumed practice, and was frequently seen in the courts. A few months after he retired from the bench, the lawyers of Brooklyn presented the City Court with his portrait in oil.

As presiding Judge in the Beecher-Tilton trial, which began on June 11, 1875, and continued for 112 days, Judge Neilson became known all over the world, and was one of the most picturesque figures in that great trial. The masterly manner in which he presided at the trial was a surprise to the legal profession. Judge Neilson presided over many ther important trials, notably the Homan-Earle breach of promise suit. He was a contributor to the Home Magazine, the Albany Law Journal, and the New York Independent, and one of his articles on futus Choate received wide attention. He leaves a widow and two daughters, one of whom is the wife of George I. Murphy, the son of the late Henry C. Murphy, the son of the late Henry C. Murphy, morrow afternoon.

MR. STIMSON'S MASS MEETING.

He Asks ble Former Punits to Join him t

When Mr. William H. Goodyear, curator of the department of paintings and textile fabrics in the Metropolitan Art School, looked over the mass meeting of students called together at 66 East Forty-ninth street to protest against the dismissal of John Ward Stimson, the late superintendent of the school, last night, he saw seven lads, seven women students, and four reporters. Mr. Goodyear explained that the notice of the meeting had miscarried in some way, and intimated that Mr. Hoe, the member of the Executive Committee of the Metropolitan Museum of Art, who had insisted that Mr. Stimson should go, had taken means to suppress the notice.

Mr. Goodwear explained that the mass meet-

to suppress the notice.

Mr. Goodyear explained that the mass meeting was called to approve of resolutions which he had prepared in support of Mr. Stimson, and which suggested legal remedies for him and the students. He had talked with Mr. Stimson, however, and Mr. Stimson said that he was exhausted by the controversy, and didn't care now to sue the trustees of the Museum of Art for alleged breach of contract.

"But the students have rights, and they can protect them if they wish without any regard to Mr. Stimson's rights," continued Mr. Goodyear, who thereupon told the students that he knew a lawyer, a personal friend, who had told him that they had a cause of action against the trustees, and he called for subscriptions to hise the lawyer to help them establish them.

Mr. Stimson in an off-hand speech repeated his grievances, and confirmed Mr. Goodyear's remarks that he wouldn't sue for alleged damages, and didn't wish to be reinstated under present circumstances, but he wanted the students to sign the petition and resolutions, and thus express their disapproval of the trustees conduct in dismissing him. Mr. Stimson told of offers from two millionaires, a brother and sister, who were ready to back him in a new school, and he invited the students to join him in his new enterprise.

Oblinary. The Hon C. C. B. Walker, member of the Democratic State Committee, and formerly its Chair man, died in Corning vesterday morning, after a long iliness, aged 63 years. Col. Walker was born in New Hampshire. In 1848 he came to Corning and started in the hardware business. In 1892 Austin Lathrop, Jr. now Superintendent of State Prisons, became his part ner, and the firm has since been known as Walker & Lathrop, each of the members having amassed a well-earned fortune. Col. Walker early took an active in-terest in politics. He was always a Democrat. He was terest in politics. He was siways a Democrat. He was appointed by President Pierce to be Postmaster of Corning in 1850, and was reappointed by President Buchanan in 1850. He was a delegate to the Democratic National Convention which nominated Stephen A. Douglass for President. He ran for Concress in 1850, and ran far ahead of his ticket, but the district was too overwhelmingly Republican for his election. He was a delegate to the Democratic National Convention of 1-72, and helped to nominate Horace Greeley. He was elected to Congress in 1874, overturning the Republican majority. He had often been mentioned in connection with the Democratic nomination for Governor of this State. At the breaking out of the robellon he was appointed by they. Morgan as Assistant Quartermaster-General, with rank as Colonet. He was detailed to the rendezvous at Eimira, and in two weeks he provided quarters for functional control of the control of the function. The functions of the policy of the residence at it. The place from this residence at it. The place from this residence at it. The place from this residence at it. The mains will be taken to Painlyra for burial on Monday. for burial on Monday.

Gabriel W. Wickham, one of the first butter commission merchants in this city, subsequently connected with the house of H. K. Thurber & Co., and later manager of the belaware House in Port Jervia, died in that place yesterday, aged about 50 years.

ager of the belware close in Porteria Ged in that place yesterially, aged about to Porterial Ged in that the Porterial Ged in the Bright Stern, senior member of the firm of Stern frothers of Twenty-third street, died yesterday of inflammation of the boweis at his residence, 16 West Fifty-sixth street. He was suddenly taken ill last Saturday, but was considered out of datager Wednesday. He was unmarried. Mr. Stern was born in Albany in 1846, and went into business in this city at Twenty-third street less. The firm now includes fischisming another brother, who with a sister lived with Berniard. The business was removed to its present quarters in October, 1878. Since then Mr. Berniard stern has managed the foreign trade of the house. Drs. Jacoby, Sands, Draper, and Asche attended him in his tiliness. The finieral will be from the house bext Sunday. The interment will be in Mount Sinat Genetery.

F. H. Mell, Chancellor of the University of Georgia,

Mount Sinat Centerry.

P. H. Mell, Chancellor of the University of Georgia, and for many years President of the Southern Rapius Association, died at his home in Athena Ga., yesterday, after along liness. He was the author of "Mell's Parlamentary Practice," and of several religious works, and was for a long time recognized as the head of the Baptist Church of the South. Bapilst Church of the South.

Jahez Holmes Hazard died suddenly Wednasday evening at his home in Leweilyn Park, West Orange, N. J. He was for many years in the drug trade in Maiden lane, but ratired a long time ago with an ample fortime Mrs. Anna Parmies, who was born in Vermont on April 22. Vrs4, their yesterday near Clinton. Onesia county, on the account similar part of the death of a maiden electr. Thankful Stanton aged 59 years, who lived with her. Other members of the family were long lived.

Samuel Robinson died on Wednesday at 685 Lafayette avenue, Brooklyn, aged 59 years. He retired from the clothing business thirty years ago with a large fortune.

W. H. Brodie, the sotton broker, of 57 Pari street, who W. H. Brodie, the sotton broker of 17 Pearl street, who was stricken with apopiesy at his office on Wednesday last, died yesterday in the Chambers Sirret Hospital Mr. Brodie lived in Elizabeth N. J. He was the soulced member of the firm of Brodie 2 Peters, which conducted a large business before the war, and was then very wealthy. Full-squentiv Mr. Brodie funded the firm of Brodie 4 Durbrew. The body was taken to Elizabeth.

The ice bridge and ice formations at Niagara Falls are indescribably beautiful. Join the annuration party to leave by west filters failtroad or few fort Central Ballipad facuurlay sreating. Apply to 808, 415, 788, or 948, managent by seathers.

JAY HUBBELL OUT IN THE COLD. H. W. Seymour Wins the Congressions Fight on the 117th Ballot.

ISHPEMING, Mich., Jan. 26.-Jay Hubbell, who has been trying to work his way back to Congress from the Eleventh district, is out in the cold. At 8:30 o'clock to-night Henry W. Seymour of Sault St. Marie, was elected to fill the seat made vacant by the death of Seth C. Moffatt. There were 117 ballots. The result was attained by the transfer of the Marquetto delegation to Seymour. The delegates from the copper districts voted for Hubbell without a break from beginning to end, and Menomed county gave B. J. Brown thirteen votes on ever

On the ninety-eighth ballot Brown received 45 votes, within one vote of an election. One delegate who had promised to east his ballot for Brown whenever it would elect him was out of the hall at this crisis, and the Hubbell out of the nail at this crisis, and the Hubbell and Adams men becoming alarmed at the strength displayed by their opponent, secured a tomporary adjournment. A deal was hatched during the intermission, and when the delegates reassembled the Alger, Benzie. Delta, Grand Traverse, Leel Annwa, and Schoolcraft delegates swung from Brown to Soymour. The final ballot was: Seymour, 48; Hubbell, 27; Brown, 16.

Brown, 16.

The new Congressman is now in Europe. He is State Senator from the Thirty-first district.

SIXTY MILES AN HOUR.

It was the Fierce Wind that Rubbed the Cold In So Hard Yesterday. The wind that struck the town yesterday came from Michigan, and picked up cold enough in its transit over the big lakes to drop the temperature 7°. The wind didn't seem to like this portion of the country. In coming here it travelled leisurely, which is about forty miles an hour for a Western wind in January, but it hadn't whooped around here long until it kicked up its heels and started up the coast with a shriek that must have chilled the hearts of every sailor man who heard it. It was in a hurry to get away, and kept going faster and faster, until at 4 o'clock it was travelling a mine a minute. It will not increase further in velocity, the weather man says, but will how along in its present lively fashion until sometime this morning, when the last of it will pass over us and disappear. Then the cold will begin to get in its fine work and will be at its best about 10 o'clock to-day.

No more storms are in sight, but there is no prospect of a thaw in the near future. with a shrick that must have chilled the hearts

SANK WITH THE BRIDGE,

A Hundred Persons Plunged Into a River and All of Them Escape. PORTLAND, Oregon, Jan. 26 .- The large bridge which spans the river at Umatilla was the scene of a mirac lous escape from death of over one hundred persons yesterday. Men. women, and children, had gathered to watch the ice gorge break, when a drove of cattle

rushed across the structure. The bridge began to sink beneath its great burden, and a moment later fell into the swollen stream.

Spectnors and beasts were hurled in every direction. Six men, three women, and one boy were picked up unconscious and bleeding from numerous wounds. It is thought two of them will die. The rest of the spectators escaped untight and six will have to be shot on account of their injuries.

Died in the Ambulance,

A man named Philip Vorbach, aged 58 years, was taken in an ambulance to St. Francis's Hospital last night. At the house it was said he was suffering from a cold, so he was just he loed into the ambulance and driven off to the hospital. At the end of his ride the at-tendant asked him to step out, but got no re-sponse. He peered into the wagon. Old Vor-bach was dead. The Coroner refused to give a death certificate until the cause of death could be investigated. It is said that Vorbach was a miser and did not eat enough to live.

Suicide of an Unemployed Cigarmaker. George Heckman, a German eigarmaker, went on the roof of his residence at 252 East Houston street yesterday and shot himself in the left breast. He had been out of work for some time and became despondent. He is 46 years of age, and is married. The doctors in Bellevue think he will die.

Died from Starvation. Frances Steffenb woman who was taken to Bellevue Hospital on Monday from 39 East First street, and who, Dr. Tingley said on Wednesday was suffering from starvation, died last night. Her friends were notified.

Probably Swung Up to a Pinc. FLORAL CITY, Fla., Jan. 26.-On Saturday FLORAL CITY, Fla., Jan. 26.—On Saturday night a white lady living here was assaulted by a negro named Clark. Constable Williamson arrested him and started to Manifred yesterday morning to turn him over to the sheriff. He was met when two miles from Forest City by a band of armed masked men, who compelled him to turn over prisoner. The party then left for the woods with the prisoner, and no trace of him has been found since. It is probable that he was swung up to a pine.

Allowed a Stowaway to Escape.

Boston, Jan. 26,-Collector Saltonstall this morning received a letter from Washington in regard to the fine imposed upon the Warren line for allowing the stowaway, John O'Donnell, to escape. Owing to the fact that he escaped during the confusion resulting from the bursting of a steam pipe, the company, while depositing with the Collector \$1.000 as required by law, sent an appeal to Washington hoping that the fine would be remitted. The letter received this morning settles the matter by reducing the line to \$100.

Kidnapped by his Daughter.

SIOUX FALLS, Dakota, Jan. 26 .- An old blind SIOUX FALLS, Dakota, Jan. 26.—An old blind man, Abel Allen of Miner county, has just been brought here by the Sheriff of that county from Oregon, where his daughter has held him a prisoner since October. The old man has considerable property, and gets a Government pension of Fi2 a month. To get possession of his money his daughter kidnapped him in October, and ran him off to the Pacific coast. His guardian found him through the Pension Office, and secured possession of him by a writ of habeas corpus.

Catching Mexican Train Robbers.

CHIHUAHUA, Mexíco., Jan. 26. - Mexican troops who have been according the country southwest of this city for the Mapula train robbers have returned with one of the bandits. In his possession were found four horses and a large sum of money. Nearly \$3,000 was in the original express packages of the Wells Pargo Company. Three of the five men engaged in the rob-bery have now been caught

Miss Desmond Indignant. PITTSBURGH, Jan. 26,-Miss Helen Desmond. the actress, who was alleged to have been put out of the Holliday Street Theatre in Baltimore for endeavoring to take a senegraphic report of the play of The Glad intor, has returned to this city. She is very Indignant and dones that allow was elected from the house, and and dones that allow as elected from the house, and musilion, was not even inside the theatre on the might is numeration.

SPARKS FROM THE TELEGRAPH.

Dalzell & Co.'s oil warehouse in Pittsburgh was burned restorday. Loss \$40,000. The ice in the Patansco River and Chesapeake Hay was so heavy yesterday that few vessels ventured upor down.

The ice in the Patapace River and Chesapeake Ray was so beavy yesierday that few vessels ventured up or down. Henry Griffin, who had his arm crushed between two cars in the Long island Rahroad depot last week, died yesteeday of lockjaw.

Mr. T. Jefferson Coolidge has been elected Fresident of the Boston and Lowed road in place of F. L. Higginson, who was found to be indigible.

Sheller, who murdered Constable Drucker at New Cansan, Conn., on Wedneslay, is still alive. His death, however, is looked for at any time.

The tugbout John H. Hammit, owned by the Ren Frankin him of barges, was sonk at her dock in Yonkers yesterilay, the lie having out a hole in her bottom.

The French steamer Sure has foundered at sea after having been in collision. Twelve of her crew were rescued and landed at Lisbon. The remainder are missing. Dominick Grady, an aged peddler, and his wife were could and landed at Lisbon. The remainder are missing. Dominick Grady, an aged peddler, and his wife were reduced and in their bod at 102 Steuben sirred. Utica, yes terday morning. Their death was caused by excaping of gas from the street main through the sewer. Other families were affected, but none of them seriously.

The Albany Housiake Company, one of the largest concerns of the kind in the country yesterday concinded to wind up its affairs and closs the unsiness. The company has been deling bisiness since less having been organized in Newark with a capital stock of \$100, 100. 100.

A pan of kerosene heasthy on a stove in (*) J. Banning's repair shop on l'innacle avenue, sochester, exploded yesterday neoraing. The fames agreed so rapidly that Mr. Hanning was only just also to escape through the door before the house was enveloped in fames. His wife and two children were in the upper story. The mother threw her children into a deep snow drift and sprang after them. All three escaped unburt.

The gaussi commence the contraction of the contractio after them. All three escaped unburt.

The annual communication of the Sasonic Grand Lodge of New Jersey closed yesterday. Last year's officers were reciscised as follows: Grand Masser, Robert H. Moore, Elizaboth, Depuit Strand Masser, Charles H. Gen H. Moore, Elizaboth, Depuit Strand Marter, Charles H. Gen Mann, Haddouheld: Senior Grand Warden, Jonathan M. Maw Harris, Phillipabure; Junior, Grand Warden, George W. Kow Fortmeyer, East Orange: Frand Treasurer, Charles Beablet Treation: Grand Scoretary, Jos H. Hough, Trans-

A TIE IN THE COMMITTEE. THE FRIENDS OF CLEVELAND AND

PRICE TWO CENTS.

HILL EQUALLY DIVIDED. Thirty Ballots Taken to Choose a Member of the National Committee, and Each One

of the National Committee, and Each One Stood 17 for Flower and 17 for Mowry. ALBANY, Jan. 26 .- The Democratic State Committee failed to make a choice of a man to represent. New York in the Democratic Na-tional Committee. They met to-night at the Delevan House and after thirty ballots adjourned at midnight without day. The vote was 17 for Roswell P. Flower and 17 for William J. Mowry on each ballot. This leaves the State without a representative on the National Committee. It was a square up and down fight between the friends of the President and the friends of the Governor, and neither won. According to the call of Chairman Murphy. the committee was to meet at 3 P. M., but there was a delay of three hours on account of the trains not running on time, and the members of the committee who were already here waited for the others. By 6 P. M., every one of the thirty-four districts was represented, and Chairman Murphy called the committee to or-

der. The roll was called and it was found that the districts were represented as follows: the districts were represented as follows:

1. Cord Meyer, Jr.; 2. John O. McKane; 3. James W. Ridgway; 4. John McCarty; 5. John Cotter; 6. James J. Slevin; 7. Edward Cooper: S. M. C. Murphy, for Edward Kearney; 9. W. R. Grace; 10. Richard A. Cunningham; 11. Hugh J. Grant; 12. James J. Martin, for W. Rouke Cockran; 13. Richard Croker; 14. William P. Mitcheil, for James J. Mooney; 15. F. F. Demarest, for George W. Weant; 10? John Foley; 14. Howard Chip, for Charles M. Freston; 18. Edward Murphy, Jr.; 10. D. Caily Herrick; 20. John Foley; 21. George S. Weed; 22. Thomas Spratt; 23. Charles M. W. Shepherd, for Charles M. W. Shepherd, for Charles M. W. Shepherd, for Charles W. Brown, 27. R. M. W. Shepherd, for Charles W. Brown, 27. R. M. W. Shepherd, for Charles W. Brown, 27. R. M. W. Shepherd, for Charles W. Brown, 27. R. M. M. Shepherd, for Charles W. Brown, 27. R. M. M. Shepherd, for Charles W. Brown, 27. R. M. M. Shepherd, for Charles W. Brown, 27. R. M. M. Shepherd, for Palendorf, for Lavi J. Deibnic, 31. W. F. Shepherd, for P. J. Sutley; 32. Charles Tracey, for Pater C. Doyle; 23. John M. Wiley; 34. James W. McMahon.

As Soon as the committee was called to order

Chairman Murphy announced the death of C. C. B. Walker, member of the committee from the Twenty-ninth district and ex-Chairman of the committee. Resolutions of condolence, of appreciation for his services, and of sympathy for his lamily were passed unanimously, after speeches had been made by several members of the committee, who spoke of Mr. Walker's many virtues and of the great value he has been to the Democratic party of the State.

The first test of strength came on the question of who Mr. Walker's successor should be, Gen. Austin Lathrop, Superintendent of State Prisons, has been the proxy for Mr. Walker at several State Committee meetings, and Mr. Sheehan moved that he fill the vacancy caused by Mr. Walker's death. Gen. Lathrop is a friend of Gov. Hill's, and his selection was opposed by the Cleveland men, who did not want to strengthen the Hill men. A vote was taken, and Gen. Lathrop was elected Mr. Walker's successor by a vote of 18 to 15, as follows: Chairman Murphy announced the death of C.

As soon as the committee was called to order

follows:
YEAS-McKana, Slavin, Grant, Martin, Croker, Demarest, O'Brien, Chip, Murphy, Foley, Smith, Shepherd, Kirk, Danforth, Defenderf, Sheehan, McMahon, and

Muller.

Nava.—Meyer, Ridgeway, McCarty, Cottler, Cooper,
Murphy, Grace, Countingham, Mitchell, Herrick, Wood,
Spratt, Maxwell, Tracey, and Willey.

Deabland county.

Murphy, Grace, Cumingfam, Mitchell, Herrick, Weed, Spratt, Maxwell, Tracey, and Willey.

Demarest, who comes from Rockland county, and takes the place of Judge Weiant, a Cleveland man, voted with the Hill men to seat Lathrop, but otherwise the vote was clear out. The scating of Lathrop gave the Hill men 18 and the Cleveland men 16 on that basis.

Up to this time the candidates for National committeemen had been Roswell P. Flower, Edward Cooper, or William Stelnway, of New York, and W. H. Murtha of Brocklyn. On the basis of the first test vote Mr. Flower would have had eighteen of the thirty-four votes. The Cleveland men suddenly abandoned their candidates and united on William J. Mowry of Syracuse, the object being to take William B. Kirk, Jr., the Syracuse Committeeman away from Flower, and make a tie vote. It was moved to make no nominations, and to proceed to vote for a member of the National Committee. The vote was taken without speechmaking, and it resulted as follows:

For Mowry-Meyer, Ridgway, McCarthy, Cottler, Cooper, Murphy, Grace, Cunningham, Michell, Herrick, Weed, Spratt, Maxwell, Tracey, Wiley, Demarest, and Kirk-17. Rirk—17.
For Flower—McKana, Elevin, Grant, Martin, Croker, O'Brien, Chip. Murphy, Foley, Smith, Shepherd, Dapforth, Defendorf, Sheehan, McMahon, and Muller.—17. All the Brooklyn men except John Y. Mc-Kane, and all the County Democrats voted for Mowry. All the Tammany men and most of the country committeemen voted for Flower. Another ballot was taken, and from 6 to 9 clock there was a succession of ballots, all

Another ballot was taken, and from 6 to 9 o'clock there was a succession of ballots, all with the same result.

A recess was taken for an hour and a quarter, and when the committee assembled again more ballots were taken until almost 11 o'clock, when, after thirty ballots had been taken, the committee adjourned without making a choice.

There were no public speeches, though remarks were made by soveral of the committee among them ex-Mayor Grace, who counselled an adjournment, as there might be unpleasant strife engendered by continuing in session.

More Fun for Mayor Gleason.

The Long Island City Aldermen last night passed a resolution ordering Mayor Gleason to sign war-rants for the payment of sums aggregating about \$600 rants for the payment of sums aggregating about \$000 to City Clerk Olwell as pay for his services as Clerk to the Police. Fire, and Water Boards. Mayor Gleason last September refused to sixn these warrants because he thought one salary, as City Clerk, was enough for Mr. Olwell, and the supreme Court refused a mandamus to compel him to sign them. Of course Mayor Gleason will yello last night's resolution, the Aldermen will pass it over his veto, and then the Mayor will refuse to sign the warrants, all the same, and will want to know what they are going to do about it.

A Fish Bone in Her Throat. Mrs. Henrietta Wood of 303 Seventh avenue was taken to the New York Hospital vesterday after

was taken to the New York Hospital yesterday atten-noon suffering intense pain from the laceration of her throat by a flab bone. The wound bled so that the hos-pital physicians thought that there was going to be serious trouble in extracting the bone. It was got out, though, and Mrs. Wood went home. Killed by the Explosion of a Beer Vat. Anton Haerneschfeger, employed at Rubsam & Horrmann's brewery at Stapeton, S. I., went into the

cellar yesterday to clean the empty vats. Contrary to rules the man had a lighted candle in his hand, which caused one of the vats to explode, shattering it to pieces and instantly killing him. The Weather Lesterday As indicated by Hudnut's thermometer: 3 A. M. 245; b A. M. 235; b A. M. 255; 12 M. 255; 34 F. M. 259; b A. M. 255; 12 M. 255; 34 F. M. 259; b A. M. 255; 14 M. 255; 34 F. M. 155; Average 2014³. Average on Jan. 20, 1887, 3235.

figual Office Prediction. Warmer, fair weather, brisk to high north-resterly winds, diminishing in force and becoming

JOTTINGS ABOUT TOWN.

Mayor Hewitt has appointed John Crow a city maranyor heave has appointed some crow a cry mar-shal.

The Sex has received \$1 from "SES" for Mrs. Baxter evicted from 370 Seventh avenue.

Artist Longohardi's trial for the murder of Policeman Barreit's son, has been postponed to next Tuesday, Charles Dickens will read "Dr. Marigold" and "Bar-dell agt. Pickwick" in Chickering Hall this afternoon. Policeman Byron Van Etten of the Leonard street sta-tion died suddenly resterday morning at his home, 360 Greenwich street. treenwich street. The Municipal Civil Service Examining Board has found its City Hall quarters insufficient and will move up to Cooper Institute.

William A. Moll has been appointed guardian of Mrs. Jennie H. Yondale, the is year-old wife of Edward Youdale, the wants to sie for a separation.

William M. McDowell, an actor, is suing his wife Mary Ella, an actress, for divorce. She is said to be in Chicago, and service in the summons is to be made by publication.

Judge Andrews has granted an absolute divorce to Edith A. Brown from Renamin Brown. Judge Dugre has granted an absolute divorce to J. Morris Heimer-unger from Emma F. Heimerdinger.

It has been agreed that Burrogate Ransom shall appoint an administrator of Fanker Bergaminis estate, and that the injunction restraining the widow from interfering with the affairs of the Banca Bergamini shall be dissolved.

be dissolved. The matters of the Banca Bergamini shall be dissolved. The will of William Main Smelile, President of the American Bank Note Company, gives his exacts to his executors in trust for the use of his wife for life, and after her death it is to go to his daughter Mrs. Minnle S. Plerce, free from the control of her husband. Thomas Crimmins, the contractor: Jacob Ruppert, the brewer, and George Ehret, the brewer, each presented the Rev. Vather O'Keily, rector of the church of our Lady of Good Counsel, yesterday with a check for SEO to help pay for the new church which he is building in East Ninetieth street.

Atraham Bavic, To years old, formerly a dealer in ready-made clothing in this city, was found dead yesterday in his bed at the lodging house at 1817 Park row. Raigh B. Geist, Bavie's son-in law took charge of the body. Mr. teists said that Mr. Davis had been errait in his ways for several years.

The managers of the American Protective Tariff.

body. Mr. dealt said that are Davis and been erraine in his ways for several years.

The managers of the American Protective Tariff League met at 22 Wees Twomy third atreet yeaterday aftermon, and redected these officers: Freedignt, Edward B. Ammidown, Vice President, Florings it Duiser, General Secretary, Robert P. Porter, Assistanticy: General Secretary, A. M. bariand Treasurer, Chemier Griswold; Executive Committee, Cornelius N. Edias of New York, George H. Ely of Olio, Henry R. Metcaff of Rhode Island, Joseph E. Thropp of Fennsylvania, and Henry T. Gook of New Jersey.

Bave your German, Laundir, Soap wrappers and send